Contributions from IFRO to report on fleet capacity

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Contributions from IFRO to report on fleet capacity

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Section A

Description of fleets

The statistics of table A.1 include all Danish vessels during the year and not only by the 31st of December as fleet statistics usually do. There was 2,844 vessels registered in the Danish vessel register, cf. Table A.1.

Out of these 2,844 vessels, 100 of these were not registered at the end of 2012, but had been that during the year. In total, 2,744 vessels were registered the 31st December 2012. Of these, 1,010 vessels had not been active during the year, i.e. didn't have any registered landings value. A total of 626 vessels are considered as commercial vessels, i.e. their total landings value was above the threshold level of € 36,000 in 2012, while the remaining 1,108 vessels were non-commercial vessels with landing values below € 36,000 in 2012.

Table A.1. Number of registered Danish fishing vessels in 2012

Length	Gear	Commercial[1)]	Non-commercial[2)]	Inactive[3)]	Not registered 31st December[4)]	Total
VL0012m	DRB	30	24	1	1	56
	DTS	10	11	4	3	28
	PGP	145	929	911	59	2,044
	PMP	42	118	65	11	236
	Total	227	1,082	981	74	2,364
VL1224m	DRB	27	2	3	1	33
	DTS	199	8	8	9	224
	PGP	37	5	9	6	57
	PMP	46	10	7	3	66
	TBB	28	0			28
	Total	337	25	27	19	408
VL2440m	DTS[5)]	34		2	7	43
	Total	34		2	7	43
VL40XXm	DTS	28	1			29
	Total	28	1			29
Total		626	1,108	1,010	100	2,844

See Annex 1 for explanation of Gear Codes

Source: The Danish vessel-register and sales-slip register, the Danish AgriFish Agency 17th April 2013.

Notes: [1)] Includes vessels with a yearly catch value above € 36,000.
[2)] Includes vessels with a yearly catch value below € 36,000 but above € 0.
[3)] Includes vessels not having any catch value within the year.
[4)] Includes vessels not being active by the end of the year.
[5)] For discretionary purposes, VL2440m TBB has been included in VL2440m DTS.

The distribution of tonnage and engine power is shown in Appendix A. For both capacity measures, the commercial vessels make up the majority of these with 85% of total GT and 69% of total kW.

Section A

Link with fisheries

The linkages between the different fleet segments and the kind of fisheries they conduct are shown in Table A.2. The fleet segments below 24 metres are primarily dependent on demersal species. The vessels in VL0012m DRB, VL1224m DRB and VL1224 TBB are in entry restricted fisheries for mussels and shrimps. The VL2440m DTS are to some extent dependent on industrial species, while the VL40XXm is dependent on the various demersal and pelagic consumption species (mackerel and herring) plus industrial species. The VL40XXm is also dependent on an entry restricted fishery, but this is attributable to one vessel catching shrimps in the waters around Greenland.

Table A.2. Distribution landing value in 2012 on overall fisheries in %

Length	Gear	Codfish	Flatfish	Lobster and shrimp	Mackerel and herring	Industrial[1)]	Other	Entry-restricted[2)]
VL0012m	DRB	3	3	3	0	1	1	89
	DTS	32	22	17	11	11	1	6
	PGP	37	24	5	3	0	31	0
	PMP	37	36	12	2	4	8	0
VL1224m	DRB	0	0	0	0	0	0	100
	DTS	30	23	28	4	15	0	0
	PGP	35	61	0	1	0	2	0
	PMP	52	29	16	0	2	1	0
	TBB	1	9	0	0	6	0	84
VL2440m[3)]	DTS	44	21	20	4	10	0	0
VL40XXm	DTS	0	0	0	67	25	0	8

See Annex 1 for explanation of Gear Codes
Source: The Danish vessel-register and sales-slip register, the Danish AgriFish Agency 17th April 2013.
Notes: [1)] Species such as sand eel, blue whiting, sprat, horse mackerel and Norway pout.
[2)] Species that can only be caught with a license, i.e. mussels, oysters, brown shrimps and shrimps in the waters around Greenland.
[3)] For discretionary purposes, VL2440m TBB has been included in VL2440m DTS.

Section A

Developments in fleets

The structure of the Danish fishing fleet has changed considerably since 2003, where the first ITQ regulation was implemented in the herring fishery. Since then, ITQs has gradually been introduced in other pelagic fisheries, and from 2007 demersal fisheries were also managed with property/user rights. These management changes have resulted in significant changes in the Danish fishing fleet since 2003 as displayed in Table A.3.

The number of registered vessels has been reduced with 28% from 2003 to 2012. Furthermore, the capacity of the Danish fishing fleet decreased 37% in GT and 36% in kW. Relatively, the main reduction appeared in the segment of vessels between 12 and 24 metres, which has decreased 39% in GT, 45% in kW and 46% in number of vessels.

Table A.3. Development in the capacity of registered Danish fishing vessels[1)]

Length	Gear	2003 No. vessels	2003 GT	2003 kW	2006 No. vessels	2006 GT	2006 kW	2009 No. vessels	2009 GT	2009 kW	2012 No. vessels	2012 GT	2012 kW
VL0012m	DRB	40	343	3,502	54	491	4,259	86	683	6,183	56	589	4,866
	DTS	39	449	4,270	34	349	3,542	25	238	2,471	28	263	2,670
	PGP	2,768	6,981	71,444	2,291	5,677	60,383	2,089	5,007	54,104	2,044	4,795	54,666
	PMP	133	966	9,096	145	952	9,246	190	1,046	10,436	236	1,263	13,007
	Total	2,980	8,738	88,312	2,524	7,469	77,430	2,390	6,974	73,194	2,364	6,910	75,209
VL1224m	DRB	36	989	5,089	37	1,148	5,417	36	1,115	5,357	33	1,081	4,793
	DTS	477	23,192	103,525	370	17,501	80,526	284	14,560	64,007	224	12,188	49,118
	PGP	151	5,785	24,234	118	4,104	17,740	89	3,313	14,205	57	2,487	9,697
	PMP	68	3,423	13,069	84	3,961	15,944	64	2,863	12,255	66	3,590	13,948
	TBB	26	1,279	4,872	28	1,417	5,306	24	1,375	4,519	28	1,685	5,213
	Total	758	34,668	150,789	637	28,131	124,933	497	23,227	100,343	408	21,030	82,769
VL2440m	DTS[2)]	140	35,114	85,829	110	27,570	67,022	78	19,170	48,369	43	11,853	25,632
	Total	140	35,114	85,829	110	27,570	67,022	78	19,170	48,369	43	11,853	25,632
VL40XXm	DTS	46	29,058	54,877	45	34,226	72,456	32	29,449	62,316	29	28,113	58,976
	Total	46	29,058	54,877	45	34,226	72,456	32	29,449	62,316	29	28,113	58,976
Total		3,924	107,578	379,807	3,316	97,396	341,841	2,997	78,820	284,222	2,844	67,906	242,586

Source: The Danish vessel-register, the Danish AgriFish Agency 17th April 2013.
Notes: [1)] Covers vessels in the register within a year, but does not include virtual capacity.
[2)] For discretionary purposes, VL2440m TBB has been included in VL2440m DTS.

Section F

Estimation and discussion of balance indicators

The technical, biological and economic indicators are calculated in accordance with the guidelines issued by the Commission taking into account that data is available at fleet segment level. The results are presented for 11 fleet segments according to the Data Collection Regulation. The three segments VL12-24m TBB fishing for brown shrimp in the Wadden Sea, and VL0012m DRB and VL1224m DRB fishing mussels are included but not subject to quotas set at the EU level. These three segments are subject to specific entry restrictions. The segment VL2440m TBB has been excluded because it includes less than 3 vessels.

i) Technical indicator(s)

The ratio between days at sea and maximum days at sea for each length group and gear type are presented in Table F.1. By taking the ratio between average and maximum number of sea days, an expression for technical capacity utilisation is calculated. The maximum number of sea days within a fleet segment has been set equal to the most active vessel within each year.

Table F.1. Ratios between average days at sea and maximum days at sea[1) 2)]

Length (VL)	Gear code	Average days at sea/maximum days at sea 2005	2006	2007	2008	2009	2010	2011	2012	Average kW-days at sea/kW-days with maximum days at sea 2005	2006	2007	2008	2009	2010	2011	2012
0012m	DRB (mussels)	0.31	0.39	0.32	0.33	0.24	0.38	0.47	0.43	0.42	0.50	0.44	0.42	0.31	0.41	0.50	0.48
	DTS	0.51	0.47	0.39	0.34	0.37	0.40	0.49	0.47	0.52	0.48	0.41	0.32	0.35	0.38	0.42	0.45
	PGP	0.14	0.14	0.12	0.15	0.14	0.13	0.13	0.13	0.18	0.17	0.15	0.18	0.17	0.15	0.14	0.14
	PMP	0.31	0.28	0.27	0.27	0.26	0.30	0.28	0.28	0.36	0.32	0.30	0.31	0.30	0.32	0.29	0.27
1224m	DRB (mussels)	0.53	0.48	0.53	0.37	0.50	0.33	0.47	0.44	0.43	0.41	0.45	0.34	0.44	0.29	0.41	0.41
	DTS	0.53	0.46	0.44	0.43	0.46	0.42	0.41	0.43	0.56	0.47	0.43	0.41	0.47	0.44	0.42	0.45
	PGP	0.48	0.48	0.47	0.48	0.49	0.57	0.46	0.55	0.50	0.49	0.37	0.34	0.44	0.50	0.40	0.46
	PMP	0.45	0.44	0.39	0.47	0.44	0.51	0.37	0.37	0.48	0.47	0.38	0.44	0.47	0.48	0.41	0.41

	TBB (shrimp)	0.73	0.73	0.79	0.73	0.72	0.78	0.71	0.76	0.78	0.72	0.70	0.76	0.72	0.78	0.72	0.77
2440m	DTS	0.57	0.59	0.57	0.63	0.61	0.63	0.58	0.66	0.54	0.53	0.46	0.47	0.50	0.57	0.53	0.56
40XXm	DTS	0.70	0.78	0.62	0.70	0.62	0.73	0.64	0.64	0.70	0.71	0.64	0.61	0.60	0.74	0.69	0.70

Source: The Danish vessel-register and sales-slip register, the Danish AgriFish Agency 17th April 2013.
Notes: [1] Covers only active vessels.
[2] See Appendix B for the figures used to the calculations.

From Table F.1 it is observed that both ratios are generally increasing with the vessel length. The major part of the vessels in the fleet segments above 24 meters has been managed with Individual Transferable Quotas (ITQ) since 2003, and a high ratio is observed for these vessels. All other fleets (except VL0012m DRB, VL1224m DRB and VL1224m TBB) has since 2007 been managed with transferable Vessel Quota Shares (VQS), and an increasing ratio is expected in the coming years, which is partly already reflected in the figures.

Making strong conclusions about presence of technical overcapacity are difficult, because each fleet segment is not very homogeneous. A value below 0.7 is in Commission guidelines considered to indicate the presence of technical overcapacity, and if this is applied to the above figures, technical overcapacity is present in all fleet segments in 2011, no matter which measure is used except for VL1224m TBB.

Had the technical indicators been calculated using only the commercial vessels, cf. Table A.1, the ratios would have been higher, because the non-commercial vessels on average have a much lower level of activity.

ii) Biological indicators

iii) Economic indicators

The two indicators recommended in the EC guidelines: 1) Return on investment (ROI) per fleet segment and 2) the current revenue in proportion to the break-even revenue per fleet segment are presented in the following.

Return on investment (ROI)
Return on investment (ROI) is defined as profit after capital stock depreciation and interest payment plus opportunity costs, and then divided by total investment. For opportunity costs, a risk-free long-term yield of 5% has been used in the Danish calculations, and the total investment is set equal to the capital value of the tangible assets. The ROI for the Danish fleet for the latest available years 2005 to 2011 is shown in Table F.2.

Table F.2. Return on investments (ROI)

Length	Gear code	2005[1)]	2006[1)]	2007[1)]	2008[2)]	2009[2)]	2010[2)]	2011[2)]
VL0012m	DRB (mussels)	0.22	0.25	0.25	0.02	0.05	0.01	0.04
	DTS	-0.08	-0.22	-0.09	-0.29	-0.10	-0.07	-0.18
	PGP	-0.17	-0.14	-0.09	-0.21	-0.26	-0.18	-0.13
	PMP	-0.06	-0.09	0.03	-0.29	-0.32	-0.06	-0.12
VL1224m	DRB (mussels)	0.15	0.25	0.28	0.01	-0.09	-0.04	0.00
	DTS	-0.05	0.04	0.09	0.01	-0.03	0.04	0.04
	PGP	0.01	0.03	0.04	-0.08	-0.05	0.03	0.02
	PMP	-0.02	0.00	0.03	-0.02	-0.07	0.03	0.03
	TBB (shrimp)	0.15	0.14	0.13	0.13	-0.06	-0.04	-0.05
VL2440m	DTS	-0.04	0.06	0.02	0.00	0.03	0.14	0.06
VL40XXm	DTS	0.13	0.13	0.06	0.08	0.08	0.42	0.38

Source: The Danish Account Statistics for Fisheries, Statistics Denmark.
Notes: [1)] Collected under the Data Collection Regulation (Council Regulation (EC) No 1543/2000 and Commission Regulation (EC) No. 1639/2001).
[2)] Collected under the Data Collection Framework (Commission Regulation (EC) No. 665/2008).

Especially the fleets below 12 meters are seen to consistently have negative ROIs, thus indicating economic over-capitalisation. However, this is not the case for VL0012m DRB, which is an entry restricted fishery for many years. VL1224m DRB is also conducting an entry restricted fishery, but negative ROIs are observed in 2009 and 2010 due to bad fishing conditions. Also, VL1224m TBB is fishing after brown shrimp and is an entry restricted fishery, and positive ROIs are observed, except in 2009, 2010 and 2011. The remaining fleet segments between 12 and 24 meters has ROIs varying around zero, thus indicating a reasonable balance. The fleets above 24 meters, which for many years have been managed with ITQs, also have a ROI varying around zero, thus indicating neither economic over- nor under-capitalisation. The VL40XXm DTS have considerably improved their ROI in 2010 and 2011 due to improved fishing conditions and fish prices.

Ratio between current revenue and break-even revenue

While current revenue is equal to the total fleet income, the break-even revenue is defined as "total income times (vessel costs plus depreciation costs plus interest payments) divided by (total income minus (fuel costs plus other running costs plus crew share))". The break-even revenue shows, in a simplified calculation, the level of revenue needed to cover all costs and net profit is zero. It is a good measure of economic sustainability, although not linked to investments cost. When the ratio is below 1, current cash flow is not sufficient to cover current costs, so the activity is not economic balance and sustainable. The ratio is showed in Table F.3.

Table F.3. Ratio between current revenue and break-even revenue

Length	Gear code	2005[1)]	2006[1)]	2007[1)]	2008[2)]	2009[2)]	2010[2)]	2011[2)]
VL0012m	DRB (mussels)	1.91	2.20	3.18	0.83	0.99	0.79	0.97
	DTS	0.56	0.35	0.56	0.05	0.20	0.66	0.63
	PGP	0.44	0.50	0.64	0.30	0.23	0.46	0.62
	PMP	0.65	0.49	0.92	0.35	0.12	0.65	0.62
VL1224m	DRB (mussels)	1.44	2.06	2.18	0.79	0.63	0.61	0.84
	DTS	0.68	0.97	1.12	0.96	0.80	1.08	1.12
	PGP	0.87	0.94	0.98	0.72	0.73	1.00	1.05
	PMP	0.68	0.82	0.93	0.86	0.73	1.09	1.10
	TBB (shrimp)	1.48	1.45	1.43	1.35	0.45	0.59	0.54
VL2440m	DTS	0.65	1.04	0.90	0.94	1.04	1.33	1.12
VL40XXm	DTS	1.39	1.50	1.07	1.09	1.08	2.05	1.86

Source: The Danish Account Statistics for Fisheries, Statistics Denmark.
Notes: [1)] Collected under the Data Collection Regulation (Council Regulation (EC) No 1543/2000 and Commission Regulation (EC) No. 1639/2001).
[2)] Collected under the Data Collection Framework (Commission Regulation (EC) No. 665/2008).

The only fishery which is viable through the entire period, and thus able to cover current costs, is the fleet segment VL40XXm DTS. A more unclear picture is seen for remaining fleet segments. In 2005, 2006 and 2007, there were five fleet segments with values above 1, but three of these were the licensed fisheries after mussels and brown shrimps. There were also five segments with values above 1 in 2011, but none of these were those licensed fisheries, but they were vessels above 12 meters managed with VQSs and ITQs.

iv) Social indicators

The two indicators recommended in the EC guidelines: 1) average crew share per Full-time equivalent and 2) Gross Value Added (GVA) are presented in the following.

Average crew share per Full-time equivalent
The average crew share per Full-time equivalent in a fleet segment is defined as "(Crew share (in %) times value of landings) divided by number of Full-time employees" and is shown in Table F.4. The indicator is significant for determining income developments for dependent fishermen. Possible reference points are minimum wages for establishing a precarious situation and average wages establishing a balanced situation.

Table F.4. Average crew share per Full-time equivalent in €

Length	Gear code	2005[1)]	2006[1)]	2007[1)]	2008[2)]	2009[2)]	2010[2)]	2011[2)]
VL0012m	DRB (mussels)	56,243	72,205	88,332	86,360	70,702	60,518	65,380
	DTS	57,455	55,294	68,469	59,818	61,776	61,767	65,408
	PGP	49,352	51,838	56,354	60,113	59,322	62,356	61,700
	PMP	44,309	50,482	61,650	59,505	64,044	62,292	61,631
VL1224m	DRB (mussels)	67,147	73,013	80,590	84,984	66,685	72,926	65,620
	DTS	47,006	53,938	62,639	65,266	64,312	69,396	72,037
	PGP	47,429	52,348	57,477	58,894	62,689	65,858	65,483
	PMP	49,838	53,836	62,402	68,514	64,250	69,166	68,291
	TBB (shrimp)	66,030	75,262	68,819	74,573	59,882	62,120	71,144
VL2440m	DTS	46,601	56,805	60,747	67,562	64,242	79,392	78,029
VL40XXm	DTS	84,438	92,857	96,326	107,913	109,309	129,842	165,215
Average yearly wage[3)]		43,831	45,408	47,925	49,316	51,628	51,841	52,746

Source: The Danish Account Statistics for Fisheries, Statistics Denmark.
Notes: [1)] Collected under the Data Collection Regulation (Council Regulation (EC) No 1543/2000 and Commission Regulation (EC) No. 1639/2001).
[2)] Collected under the Data Collection Framework (Commission Regulation (EC) No. 665/2008).
[3)] The average yearly wage is equal to the wage a person employed in the industry can earn on a yearly basis. This type of work is considered to be the alternative work for a fisherman.

Within the entire period, the highest average wage per FTE is earned in the fleet segment VL40XXm DTS, and this fleet segment improved its average crew share level considerably from 2010 to 2011. It is more difficult to establish where the lowest average wage per FTE is observed, because this varies between years. A general trend of increasing average wages per FTE is observed, and this is especially pronounced since 2007, where the VQS management was implemented for most of the fleet segments below 24 meters. The highest level was generally observed in 2010 compared to the previous five years, driven by several factors including a good industrial fishery, while it generally fell a bit from 2010 to 2011.

Comparing with the wage obtained from the alternative employment in the industry, the fishermen generally obtain yearly wages above this level.

Gross Value Added (GVA)
Gross Value Added (GVA) is defined as "depreciation costs plus interest costs plus crew share plus net profit". GVA expresses the added value that the activity contributes to the national economy. The indicator may provide information on the socio-economic importance of the fishery, as economically important stocks are represented by high revenues, while the associated costs are a measure of the level of effort applied in the fishery. Setting target values for this indicator is very complicated. A value above zero means the fishery has a value for society, and as shown in Table F.5, the gross value added for the eleven fleet segments are all positive over the included years.

Table F.5. Gross value added (GVA) in € 1,000

Length	Gear code	2005[1)]	2006[1)]	2007[1)]	2008[2)]	2009[2)]	2010[2)]	2011[2)]
VL0012m	DRB (mussels)	9,155	8,452	10,419	6,084	5,538	2,985	3,655
	DTS	2,752	2,386	2,285	1,361	820	1,485	1,359
	PGP	42,132	44,981	34,422	32,518	27,145	28,314	28,602
	PMP	5,695	7,287	8,484	8,021	5,467	3,875	3,645
VL1224m	DRB (mussels)	5,963	6,507	7,174	5,086	3,901	4,346	5,684
	DTS	70,748	76,860	66,564	104,904	91,874	106,384	101,634
	PGP	39,018	38,701	24,819	18,002	14,734	14,868	17,671
	PMP	20,171	22,762	22,439	23,175	18,492	27,938	26,160
	TBB (shrimp)	14,298	13,627	17,951	18,275	10,138	10,639	8,901
VL2440m	DTS	73,072	86,030	64,187	55,654	58,493	65,270	58,929
VL40XXm	DTS	124,275	128,142	118,983	137,854	126,011	206,035	204,335
Total GVA		415,728	444,427	385,166	410,934	362,607	362,614	472,139

Source: The Danish Account Statistics for Fisheries, Statistics Denmark.

Notes: [1)] Collected under the Data Collection Regulation (Council Regulation (EC) No 1543/2000 and Commission Regulation (EC) No. 1639/2001).

[2)] Collected under the Data Collection Framework (Commission Regulation (EC) No. 665/2008).

Annex 1 Gear Codes

DRB = Dredgers

DTS = Demersal trawlers and/or demersal seiners

PGP = Vessels using polyvalent passive gears only

PMP = Vessels using active and passive gears

TBB = Beam trawlers

Annex 2 Capacity of registered Danish fishing vessels, 2012

Tonnage in GT

Length	Gear	Commercial	Non-commercial	Inactive	Not registered 31st December 2012	Total
VL0012m	DRB	418	149	2	18	589
	DTS	148	79	16		263
	PGP	1,066	2,209	1,362	144	4,795
	PMP	432	562	225	35	1,263
	Total	2,064	3,000	1,604	196	6,910
VL1224m	DRB	911	42	114	196	1,081
	DTS	11,256	234	408	692	12,188
	PGP	1,862	100	256	85	2,487
	PMP	2,923	225	189	20	3,590
	TBB	1,685	0			1,685
	Total	18,637	601	968	993	21,030
VL2440m	DTS	9,694	0	494	1,003	11,853
	Total	9,694	0	494	1,003	11,853
VL40XXm	DTS	27,459	654		1,789	28,113
	Total	27,459	654		1,789	28,113
Total		57,855	4,255	3,066	3,981	67,906

Source: The Danish vessel-register and sales-slip register, The Danish AgriFish Agency 17th April 2013.

Engine power in kW

Length	Gear	Commercial	Non-commercial	Inactive	Not registered 31st December 2012	Total
VL0012m	DRB	3,096	1,608	34	128	4,866
	DTS	1,269	923	237	241	2,670
	PGP	10,610	26,258	15,889	1,909	54,666
	PMP	4,183	5,868	2,489	467	13,007
	Total	19,158	34,657	18,649	2,745	75,209
VL1224m	DRB	3,995	255	371	172	4,793
	DTS	44,538	1,190	1,457	1,933	49,118
	PGP	6,614	579	1,513	991	9,697
	PMP	10,197	1,660	1,270	821	13,948
	TBB	5,213	0			5,213
	Total	70,557	3,684	4,611	3,917	82,769
VL2440m	DTS	20,472		1,084	4,076	25,632
	Total	20,472		1,084	4,076	25,632
VL40XXm	DTS	57,775	1,201			58,976
	Total	57,775	1,201			58,976
Total		167,962	39,542	24,344	10,738	242,586

Source: The Danish vessel-register and sales-slip register, The Danish AgriFish Agency 17th April 2013.

Annex 3. Figures used to calculate the technical indicator

Length	Gear type	Average days at sea								Maximum days at sea							
		2005	2006	2007	2008	2009	2010	2011	2012	2005	2006	2007	2008	2009	2010	2011	2012
VL0012m	DRB (mussels)	56	45	40	36	35	39	49	45	182	114	125	107	144	102	105	104
	DTS	95	68	63	68	66	67	73	70	187	144	161	198	176	167	149	147
	PGP	40	40	35	38	38	36	36	35	282	289	287	257	276	269	275	273
	PMP	66	65	59	58	52	54	51	52	210	237	217	215	204	180	183	189
VL1224m	DRB (mussels)	91	71	86	52	57	51	70	84	172	146	161	140	114	155	149	193
	DTS	158	144	127	137	141	145	138	150	297	316	290	320	306	345	340	345
	PGP	133	116	105	117	119	134	123	143	276	241	224	242	241	235	270	261
	PMP	141	128	115	124	130	115	113	118	314	294	296	263	296	226	307	318
	TBB (shrimp)	129	115	161	153	182	157	117	166	176	159	203	210	253	200	164	217
VL2440m	DTS	201	207	195	208	220	221	207	225	352	350	343	333	363	353	356	340
VL40XXm	DTS	199	184	154	188	184	200	172	139	284	235	247	269	295	275	268	219

Source: The Danish vessel-register, the Danish AgriFish Agency 17th April 2013.
Note: Covers all active vessels

Length	Gear type	kW-days at sea (1,000)								kW-days with maximum days at sea (1,000)							
		2005	2006	2007	2008	2009	2010	2011	2012	2005	2006	2007	2008	2009	2010	2011	2012
VL0012m	DRB (mussels)	319	241	286	264	280	217	277	245	763	486	643	623	890	529	558	506
	DTS	345	208	184	155	143	143	145	176	661	434	446	487	413	375	346	392
	PGP	3,007	2,890	2,403	2,430	2,432	2,216	2,117	2,042	16,995	16,661	15,579	13,478	14,481	14,534	14,993	14,924
	PMP	607	667	549	605	616	631	640	660	1,686	2,088	1,849	1,984	2,062	1,979	2,201	2,458
VL1224m	DRB (mussels)	369	310	382	257	268	246	354	380	857	763	842	750	611	850	866	925
	DTS	13,463	10,567	7,794	7,989	8,057	8,119	7,465	7,550	24,118	22,394	18,164	19,425	17,083	18,516	17,606	16,946
	PGP	2,503	2,045	1,159	1,090	1,214	1,254	1,176	1,158	5,044	4,201	3,141	3,226	2,738	2,487	2,927	2,531
	PMP	2,212	2,075	1,351	1,415	1,481	985	1,620	1,812	4,595	4,407	3,571	3,250	3,140	2,033	3,933	4,435
	TBB (shrimp)	686	586	818	869	821	795	567	867	880	809	1,170	1,139	1,143	1,017	786	1,131
VL2440m	DTS	12,705	10,618	7,439	6,712	6,061	6,420	5,367	4,899	23,649	20,101	16,313	14,281	12,055	11,249	10,099	8,715
VL40XXm	DTS	11,035	9,921	9,013	8,440	9,284	10,636	10,094	8,400	15,696	14,023	14,101	13,864	15,447	14,396	14,563	12,048

Source: The Danish vessel-register, the Danish AgriFish Agency 17th April 2013.
Note: Covers all active vessels